IN THE CLAIMS:

Please insert the following header before claim 1:

What is claimed is:

1. (Currently Amended) ~~Motor vehicle with a~~A diesel propulsion engine ~~whose~~having an exhaust system ~~is~~ equipped with a discontinuously regenerating exhaust gas purification system ~~which comprises~~including a catalytic converter unit ~~burning~~that burns diesel fuel catalytically comprising:~~, characterized by the following features:~~

~~the catalytic converter unit (6) has~~ a fuel evaporator unit connected upstream from the catalytic converter unit including~~; the fuel evaporator unit (11) comprises~~ an electrical heating element, wherein the fuel evaporator unit ~~and~~ is connected to the vehicle fuel tank ~~(14) using~~ by a fuel line ~~(12); the fuel evaporator unit (11) is~~and installed with spatial separation from ~~any~~an exhaust gas-carrying ~~components~~component; and

a fuel vapor feeding channel ~~(30) which~~ upstream of the catalytic converter unit ~~(6)~~, wherein the fuel vapor feeding channel discharges into ~~an~~the exhaust gas carrying component, and extends between the fuel evaporator unit ~~(11)~~ and ~~an~~the exhaust-gas carrying component.

2. (Currently Amended) ~~Motor vehicle~~The engine according to Claim 1, wherein ~~characterized in that,~~ the exhaust gas purification system further comprises: a discontinuously regenerating particulate filter ~~(8) and, connected upstream of it,~~and;

an oxidizing converter unit connected upstream of the particulate filter, wherein ~~(4), where in the regeneration mode and through catalytic combustion of the fuel vapors produced by the fuel evaporator unit (11)~~, the oxidizing converter unit heats ~~up~~ the exhaust gases flowing toward the particulate filter through catalytic combustion of the fuel vapors produced by the fuel evaporator unit.

3. (Original) ~~Motor vehicle~~The engine according to Claim 1 wherein ~~characterized in that,~~ ~~for a catalytic converter unit~~ the exhaust gas purification system further includes a discontinuously regenerating NO_x accumulating converter.

4. (Currently Amended) ~~Motor vehicle~~The engine according to claim 1 wherein ~~Claims 1 through 3 characterized in that,~~the fuel vapor feeding channel ~~(30)~~ discharges into a cross-sectional restriction of the ~~respective~~ exhaust gas carrying component ~~configured as a venturi nozzle~~.

5. (Currently Amended) ~~Motor vehicle~~The engine according to ~~Claims 1 through 4~~claim 1 further including a jacket tube, and wherein~~characterized in that,~~ the fuel evaporator unit ~~(11)~~ comprises an upright mounted glow plug ~~(18)~~ which~~, while maintaining an annular gap (22),~~ is encompassed by ~~a~~the jacket tube to define an annular gap, and ~~(23) into which both~~ the fuel line ~~(12)~~ and the fuel vapor feeding channel ~~(30)~~ discharge into the annular gap.

6. (Currently Amended) ~~Motor vehicle~~The engine according to Claim 5 wherein an ~~characterized in that,the~~ inside width of the annular gap ~~(22)~~ is between 0.6 mm and 2.0 mm.

7. (Currently Amended) ~~Motor vehicle~~The engine according to Claim 5 ~~or 6 characterized in that~~ further comprising a spiral guide element ~~(29) is~~ located in the annular gap ~~(22)~~.

8. (Currently Amended) ~~Motor vehicle~~The engine according to ~~the Claims 5 through 7~~ claim 5 wherein an ~~characterized in that,the~~ end of the fuel vapor feeding channel ~~(30)~~ oriented toward the fuel evaporator unit ~~(11),~~ extends into the jacket tube ~~(23)~~.

9. (Currently Amended) ~~Motor vehicle~~The engine according to ~~one of the Claims 5 through 8 characterized in that,~~ claim 5 further including an insulator, and wherein the jacket tube ~~(23)~~ is encompassed by ~~an~~the insulator ~~(33)~~.

10. (Currently Amended) ~~Motor vehicle~~The engine according to ~~one of the Claims 1 through 9 characterized in that,~~claim 5 wherein the fuel evaporator unit ~~(11) has~~further comprises a preheating stage ~~(38)~~ connected upstream of the fuel evaporator ~~it for the fuel~~ to ~~be evaporated~~evaporate the fuel.

11. (Currently Amended) ~~Motor vehicle~~The engine according to Claim 10 wherein ~~characterized in that,~~ the preheating stage ~~(38)~~ comprises an intermediate accumulator ~~(39)~~ with a heating device ~~(40) installed in it~~.

12. (Original)~~Motor vehicle~~The engine according to Claim 11 wherein ~~characterized in that,~~ the preheating stage comprises a heat exchanger exposed to the exhaust gas stream.

13. (Currently Amended) ~~Motor vehicle~~The engine according to ~~one of the Claims 1 through 4 characterized in that,~~ claim 1 wherein the fuel evaporator unit ~~(11)~~ comprises a pressure vessel having a heating device, and two valves control flow through the fuel evaporator unit. ~~(44) that shuts off using two valves (46, 47) and has a heating device (45) located inside of it.~~

14. (Currently Amended) ~~Motor vehicle~~The engine according to Claim 13 wherein ~~characterized in that,~~ the fuel evaporator unit ~~(11) has~~comprises a secondary heater ~~(49)~~ connected downstream of ~~it~~the fuel evaporator for the fuel vapors ~~(48)~~ discharged from the pressure vessel ~~(44)~~.

15. (Currently Amended) ~~Motor vehicle~~The engine according to claim 1 wherein a ~~one of the Claims 1 through 14characterized in that, in the area of the fuel vapor feeding channel (30) outlet, the~~ ratio of ~~the~~a cross-section of the fuel vapor feeding channel to ~~the~~a cross-section of the exhaust gas carrying component[[,]] is between 0.006 and 0.015 near an outlet to the fuel vapor feeding channel.

16. (Currently Amended) ~~Motor vehicle~~The engine according to Claim 2 ~~characterized in that,~~ wherein the oxidizing converter unit ~~(6)~~ and the particulate filter ~~(10)~~ are installed in separate housings ~~(5; 9)~~.

17. (Currently Amended) ~~Motor vehicle~~The engine according to Claim 2 wherein ~~characterized in that, both~~ the oxidizing converter unit ~~(6)~~ and the particulate filter ~~(10)~~ are installed in a common housing.

18. (Currently Amended) ~~Motor vehicle~~The engine according to Claim 17 wherein ~~characterized in that,~~ the oxidizing converter unit ~~(6)~~ is represented by a catalytically coated area of the particulate filter ~~(10)~~.

19. (Currently Amended) ~~Motor vehicle~~The engine according to Claim 2 further including a controller and ~~characterized in that,~~ a temperature sensor ~~(36) is~~ located between the oxidizing converter unit ~~(6)~~ and the particulate filter ~~(10)~~ and connected to ~~a~~the controller ~~(17)~~ which in the regeneration mode controls ~~the~~a delivery rate of a fuel pump ~~(13)~~ that feeds the fuel evaporator unit ~~(11), in dependence~~depending on ~~the~~an exhaust gas temperature measured upstream of the particulate filter ~~(10)~~.

20. (New) The engine according to claim 2 wherein the cross-sectional restriction is a venturi nozzle.

Please delete the section heading "Summary" and replace with the following:

~~Summary~~**ABSTRACT OF THE DISCLOSURE**

Please amend the Abstract of the Disclosure as follows:

A motor vehicle ~~having~~includes a diesel propulsion engine ~~whose~~having an exhaust system. The exhaust system includes ~~comprises~~ a discontinuously regenerating exhaust gas purification system ~~that includes~~including a catalytic converter unit for burning diesel fuel catalytically~~, has~~ and a fuel evaporator unit connected upstream of the catalytic converter unit ~~(6); the~~. The fuel evaporator unit ~~(11) comprises~~includes an electrical heating element and is connected to the fuel tank ~~(14)~~ of the vehicle ~~using~~by a fuel line ~~(12); the~~. The fuel evaporator unit ~~(11)~~ is ~~installed with~~ spatial ~~separation~~ from any exhaust gas carrying components~~; a~~. A fuel vapor feeding channel ~~(30) which~~ upstream of the catalytic converter unit ~~(6)~~ discharges into an exhaust gas carrying component~~,~~ and extends between the fuel evaporator unit ~~(11)~~ and an exhaust gas carrying component.